

## Message Text

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DEPT PASS EPA FOR F.A. HARRIS; RPM FOR CAMPBELL

E.O. 11652: N/A

TAGS: CCMS, NATO, NAC

SUBJ: CCMS: CHAIRMAN'S REPORT ON CCMS FOLLOW-UP FOR APRIL

21 NAC

REF: USNATO 2044 AND 2059

1. QUOTED IN PARA 2 IS THE TEXT OF C-M(76) 13, REFERENCE DOC FOR THE APRIL 21 NAC DISCUSSION OF CCMS FOLLOW-UP. WE HAVE NOT, HOWEVER, QUOTED ANNEXES I AND II THEREOF SINCE TEXTS STEM FROM US AND ARE ALREADY AVAILABLE IN WASHINGTON.

2. GEGIN TEXT:

COMMITTEE ON THE CHALLENGES OF MODERN SOCIETY  
FOLLOW-UP ON CCMS PILOT STUDIES  
REPORT BY THE CHAIRMAN

### I. BACKGROUND

SINCE ITS ESTABLISHMENT IN 1969, THE COMMITTEE ON THE CHALLENGES OF MODERN SOCIETY (CCMS) HAS SEEN COMPLETION OF SIX UNCLASSIFIED

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PILOT STUDIES(1). AT AN EARLY STAGE IN ITS WORK, THE COMMITTEE EXPRESSED CONCERN THAT RESOLUTIONS AND RECOMMENDATIONS WHICH HAVE ISSUED FROM THE PILOT STUDIES AND HAVE BEEN ENDORSED BY THE COUNCIL SHOULD RECEIVE ADEQUATE ATTENTION FROM THE APPRO-

PRIATE NATIONAL AUTHORITIES. IN AN EFFORT TO ELICIT INCREASED ATTENTION, THE COUNCIL ON 11TH SEPTEMBER, 1974(2) APPROVED PROCEDURES CALLING FOR: A REPORT ON NATIONAL EFFORTS PLANNED, UNDERTAKEN OR ACCOMPLISHED UNDER EACH OF THE BASIC PROVISIONS OF THE RESOLUTIONS AND RECOMMENDATIONS; AN EVALUATION OF PROGRESS; AND A SURVEY OF PROGRESS ACHIEVED.

2. AT ITS OCTOBER 1975 PLENARY SESSION AND PREVIOUS SESSIONS, THE COMMITTEE DISCUSSED THE FIRST REPORTS REQUIRED TO BE MADE TO THE COUNCIL ON FOLLOW-UP ACCORDING TO THE NEW PROCEDURES. THE COMMITTEE THEN AGREED TO:

(1) FOREGO REPORTING ON THE ENVIRONMENT AND REGIONAL PLANNING PILOT STUDY SINCE THE PARTICULAR NATURE OF THE STUDY DOES NOT LEND ITSELF TO SHORT-TERM IMPLEMENTATION AND EVALUATION AT THIS STAGE WOULD BE INAPPROPRIATE.

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(1) ENVIRONMENT AND REGIONAL PLANNING, AIR POLLUTION, COASTAL WATER POLLUTION, ROAD SAFETY, DISASTER ASSISTANCE AND INLAND WATER POLLUTION.

(2) PO/74/104; AC/274-D/39(2ND REVISE)

(2) CALL FOR THE FOLLOW-UP REPORT ON THE INLAND WATER POLLUTION PILOT STUDY AFTER 1ST JULY, 1976 IN VIEW OF THE PROGRAMME OF WORK UNDER WAY IN THIS FIELD.

(3) SUBMIT TO THE COUNCIL REPORTS ON THE ROAD SAFETY AND AIR POLLUTION STUDIES(1).

## II. FOLLOW-UP ON ROAD SAFETY PILOT STUDY

3. IT WILL BE RECALLED THAT IN 1973, THE COUNCIL APPROVED AND MINISTERS ENDORSED THE INTERNATIONAL ROAD SAFETY RESOLUTION(2). THAT RESOLUTION CALLED ON THE NATO COUNTRIES TO "USE THEIR BEST EFFORTS TO PREVENT AN INCREASE IN THE ANNUAL UNCLASSIFIED

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NUMBER OF TRAFFIC DEATHS...OVER THE NEXT FIVE-YEAR PERIOD, AND THEREAFTER TO REDUCE SUCH NUMBER PROGRESSIVELY". SUBSEQUENTLY, THE COUNCIL APPROVED AND MINISTERS ENDORSED THE FINAL REPORT ON THE PILOT STUDY ON ROAD SAFETY(3) WHICH INCLUDED A NUMBER OF RECOMMENDATIONS AND IMPLEMENTING RESOLUTIONS(4).

4. AT ITS OCTOBER 1975 PLENARY SESSION, THE COMMITTEE RECEIVED AN ITERIM EVALUATION REPORT FROM THE UNITED STATES. THIS REPORT WAS CIRCULATED TO DELEGATIONS IN A CONSOLIDATED VERSION BY THE UNITED STATES MISSION TO NATO ON 4TH DECEMBER, 1975.

5. IT IS TO ME CLEAR ON THE BASIS OF THIS INTERIM REPORT

THAT COUNTRIES ARE MAKING SATISFACTORY PROGRESS IN IMPLEMENTING THE VARIOUS RESOLUTIONS. I AM ESPECIALLY HEARTENED WITH RESPECT TO THE FATALITY STATISTICS. FOR 1974, THEY SHOW A DECREASE AS COMPARED WITH 1973. I REALIZE, AS THE REPORT MAKES CLEAR, THAT IN LARGE MEASURE THIS DECREASE WAS DUE TO THE ENERGY CRISIS WHICH NECESSITATED A REDUCTION IN DRIVING DURING 1974. WHAT IS HEARTENING IS THAT THE PRELIMINARY STATISTICS FOR EARLY 1975, WHEN WE DID NOT WITNESS THE SAME IMPACT ON DRIVING DUE TO THE ENERGY CRISIS AS IN 1974, STILL SHOW A REDUCTION OF FATALITIES COMPARED TO THE CORRESPONDING PERIOD OF 1973, THE BASE YEAR. HOPEFULLY, THE FINAL STATISTICS FOR 1975 WILL BE AS FAVOURABLE.

6. I NOTE, HOWEVER, THAT NOT ALL COUNTRIES HAVE BEEN AS FORTHCOMING IN PROVIDING INFORMATION TO THE PILOT COUNTRY DURING 1975. I AM, HOWEVER, HOPEFUL THAT ADDITIONAL MEMBER COUNTRIES WILL HAVE MADE CONTRIBUTIONS IN THE FINAL EVALUATION REPORT TO BE PRESENTED TO THE NEXT PLENARY SESSION OF THE COMMITTEE ON 27TH-28TH APRIL.

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(1) FURTHER ACTION ON THE DISASTER ASSISTANCE PILOT STUDY WAS TRANSFERRED TO THE SENIOR CIVIL EMERGENCY PLANNING COMMITTEE  
(2) C-M(73)115(REVISED)  
(3) C-M(74)40(REVISED)  
(4) THE FIVE IMPLEMENTING RESOLUTIONS APPROVED ARE ON: ALCOHOL AND HIGHWAY SAFETY, ACCIDENT INVESTIGATION, EXPERIMENTAL SAFETY VEHICLES, MOTOR VEHICLE INSPECTION AND EMERGENCY SERVICES. THE TWO REMAINING IMPLEMENTING RESOLUTIONS NOT YET APPROVED ARE ON: PEDESTRIAN SAFETY AND ROAD HAZARDS  
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7. ALSO AT THE LAST PLENARY SESSION, THE COMMITTEE APPROVED TEN RECOMMENDATIONS (WHICH ARE ATTACHED AS ANNEX I) AND AGREED THAT THEY SHOULD BE SUBMITTED TO THE COUNCIL(1). IT WILL BE NOTED THAT ACTIVE FOLLOW-UP ACTIVITIES IN THE NATO FORUM ARE TO TERMINATE AT THE NEXT PLENARY SESSION OF THE COMMITTEE WITH THE ADOPTION OF THE TWO REMAINING RESOLUTIONS, THOSE ON PEDESTRIAN SAFETY AND ROAD HAZARDS, AND SUBMISSION OF THE PILOT COUNTRY'S FINAL EVALUATION REPORT. THEREAFTER, FOLLOW-UP ACTIVITIES IN NATO WILL CONSIST OF APPROPRIATE HIGHLIGHTS BEING REPORTED AS PART OF EACH PARTICIPATING COUNTRY'S REGULAR PRESENTATION TO THE COMMITTEE. THE PRINCIPAL FOLLOW-UP ACTIVITIES WILL BE LARGELY FOCUSED IN THE ROAD SAFETY COMMITTEE OF THE EUROPEAN CONFERENCE OF MINISTERS OF TRANSPORT. SUCH ACTION IS FULLY CONSISTENT WITH THE DEVELOPING PHILOSOPHY OF THE COMMITTEE THAT ONCE A PARTICULAR PILOT STUDY HAS REACHED A STAGE OF MATURITY AND THE RECOMMENDATIONS AND RESOLUTIONS CAN BE PURSUED MORE EFFECTIVELY IN OTHER BODIES, THE FOCUS OF ACTIVITY SHOULD BE SHIFTED TO SUCH OTHER BODIES.

### III. FOLLOW-UP ON AIR POLLUTION PILOT STUDY

8. AT THE LAST PLENARY SESSION OF THE COMMITTEE, THE UNITED STATES, AS PILOT COUNTRY, TABLED AN EVALUATION REPORT ON THE AIR POLLUTION STUDY(2). A COPY OF THE "EXECUTIVE SUMMARY" UNCLASSIFIED

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OF THE REPORT IS ATTACHED AS ANNEX II. AS THE SUMMARY INDICATES, THE REPORT IS ON EIGHT OF THE FIFTEEN RECOMMENDATIONS THAT ISSUED FROM THE STUDY AND ON CITIES OF MORE THAN 600,000 AND THE CAPITALS OF THE COUNTRIES WHICH HAVE NO CITIES OF OVER 600,000. IT WILL BE NOTED THAT ALL COUNTRIES MADE FOLLOW-UP REPORTS WITH 45 OF THE 54 CITIES INVOLVED SUBMITTING RESPONSES. THE FACT THAT ALL NATO COUNTRIES PARTICIPATED IN THIS FIRST FOLLOW-UP REPORT ON THE AIR POLLUTION PILOT STUDY IS EVIDENCE THAT THE STUDY HAS HAD AN APPRECIABLE IMPACT ON ALL THE NATO COUNTRIES AND, I THINK, HAS CONTRIBUTED TO THEIR DETERMINED EFFORTS TO ENHANCE AIR QUALITY.

9. THIS CONCLUSION IS PERHAPS ALSO BORNE OUT BY THE FACT THAT OF THE 70 ANALYSES ON AMBIENT AIR QUALITY MADE IN THE SURVEY, IN 49 CASES THERE WAS AN IMPROVING AIRQUALITY, IN 18 CASES AIR QUALITY WAS CONSIDERED STABLE; AND IN ONLY 2 CASES THERE WAS A DECLINE IN AIR QUALITY. IT IS OF COURSE NOT COMPLETELY CLEAR THAT THE ACTIONS TAKEN BY COUNTRIES WHICH HAVE PRODUCED THESE FIGURES WERE THE DIRECT RESULT OF THE CCMS PILOT STUDY. CAUSE AND EFFECT ARE EXTREMELY DIFFICULT TO DETERMINE IN THIS COMPLEX AREA. HOWEVER, I AM CONVINCED A SIGNIFICANT FORCE FOR CLEARER AIR HAS BEEN AND IS BEING EXERTED BY THE AIR POLLUTION STUDY. THE TWO ON-GOING PILOT STUDIES ON AIR POLLUTION ASSESSMENT

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(1) AC/274-R/18, PARAGRAPH 140

(2) CCMS REPORT NO. 41 (AC/274-DS/8)

METHODOLOGY AND MODELLING AND ON AUTOMOTIVE PROPULSION SYSTEMS WHICH GREW OUT OF THE AIR POLLUTION PILOT STUDY ARE ALSO HAVING CONSIDERABLY INFLUENCE ON THESE EFFORTS.

10. ALL COUNTRIES ARE TO BE CONGRATULATED IN PUSHING FORWARD THEIR EFFORTS TO CLEAN UP OUR COMMON AIR ENVIRONMENT- AND NEARLY ALL COUNTRIES HAVE A LONG WAY TO GO. THIS FIRST REPORT SERVES AS A BASELINE FOR PROGRESS. I WOULD HOPE THAT THE NEXT REPORT WILL INDICATE EVEN MORE PROGRESS.

11. THE COUNCIL IS INVITED TO TAKE NOTE OF THIS REPORT.

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(SIGNED) JOSEPH M.A.H. LUNS

END TEXT.

3. ACTION REQUESTED: GUIDANCE FOR APRIL 21 MEETING OF COUNCIL. STRAUSS-HUPE

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